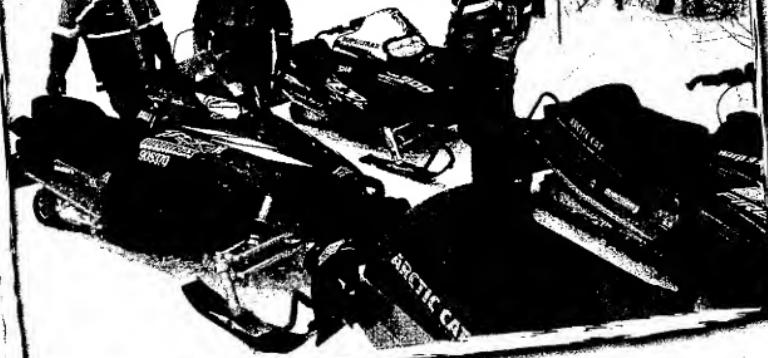


EXHIBIT HH

REPORT ON PRESS SLEDS



WHAT WAS RIGHT, WHAT WAS WRONG FOR 2003

STAFF REPORT

Every year the somewhat bent but opinionated staff here at Supertrax file thousands of clicks on perfectly good, brand new snowmobiles in an effort to discover their inherent strengths, weaknesses and overall ability to deliver on what the brochures have been promising. This year is no different. Our staff has been wringing out a full compliment of 2003 models and more than any year in recent memory, we've got more info, more opinions and more tips on how to get the most from your new Scooter. Read on:

Arctic Cat Firecat F-5 and F-7
Four Stars out of Five



These all-new and radically engineered rockets from Thief River Falls have had the wheels ridden off them since they first hit the ground at the Supertrax World Headquarters Test Facility. Initially, both had some teething problems relating to cooling system and oil pump bleeding. As a result of the 'U' shaped rear heat exchanger there is a possibility air can be trapped in the unit and overcooling may occur on your first ride. The procedure required to bleed the system is involved but effective. If this was done properly by your dealer at delivery or after any draining and replacement of the coolant, you'll be fine. Neither the F-5 nor



Firecat: Despite their race bred hormones, both our F-5 and F-7 surprised us with their trail friendly demeanor. Cat has stepped up and delivered a premium suspension... again. The 700's acceleration defies common sense. Glitches were cooling system gremlins and handling quirks.

the F-7 in our stable have missed a beat and neither have even hinted of overheating.

Oil pump bleeding is a dealer PDI issue and if it's properly set-up, you'll have no problems. Speaking of the oil system, the weird, snake-like oil tank has a way conservative low oil light sensor which comes on at just over 100 miles. Don't panic, you can go twice that far before you're in need of a top-up.

The F-7's EFI system has worked flawlessly in 1000 plus miles of riding so far. However, we think the mapping of the system is excessively rich at offidle throttle settings. The high speed mapping can't be too far off though the F-7 is clearly one of 2003's fastest sleds. The late Our ZR 900 can squeak past the F-7 at the Conote and our Ski-Doo SDI 800 can put a half length on it after a long pull. Most other 800's can't run with the F-7. The F-5 dominates the 500cc segment with a top end pull that rivals most six hundreds and a few sevens.

Ride-ability of these mounts is both impressive and maybe a little disappointing. First, there is nothing - including the REV - which swallows junk terrain as efficiently as the new FC chassis. Yes, the REV protects the rider from sucker bumps better by virtue of its riding position but Firecat front and rear suspension compliance is remarkably plush and virtually bottomless. That being said, handling is a tad quirky. The sled has a darty, nervous feel at speed and simply is no match for the AWSV's planted, solid-as-a-rock feel at top end. As well, the FC generates intrusive induction noise both the 500 and 700 versions. We can't figure out why these sleds are so loud to the driver when the intake is pointing straight on the front, directly under the bumper. Also, there's unnecessary vibration emanating from the handlebars and footrests which becomes annoying on long rides.

On the other side of the ledger is the sled's ultra plush and comfy seat, handbars, footers and face singe heat racks. Sitting on, or should say, "in" the FC is a pleasure. The new dual action speed/tach is a hit around here as is the nifty brake lever/high heat control. Some of us miss the old left/right heater controls. Some like the new right side unit.

Here's a few things to pay attention to. The front arm skid/frame bolts

must be replaced by your dealer - they're too short and will fall out. There are a few recalls which your dealer must perform on these sleds if you picked them up early; some are critical so don't mess around. The green version of the Firecat visibly displays exhaust gunk half way up its side while the other colors look just fine. In particular, the red version with a mirror windshield is positively horrid.

Don't mess with rear arm preload - let the sled work and keep it soft. Bump up the front shocks about 1/4 of an inch and try pulling in the front arm limiter to settle the sled down at speed. We're still getting used to this light and radical chassis being tuned.

Ski-Doo Legend Semi-Direct Injection 800 Four And a Half Stars out of Five



We've had high hopes for this sled ever since we first sampled it last spring in Idaho. The basic Legend ZX platform carrying the sport's first low emission two stroke engine is as faithful a chassis as Ski-Doo has ever produced. The ZX's similar ergos are enhanced by a Buickish tilt handlebar and a humongous windshield making the Legend a comfy place to do business as the miles pile up.

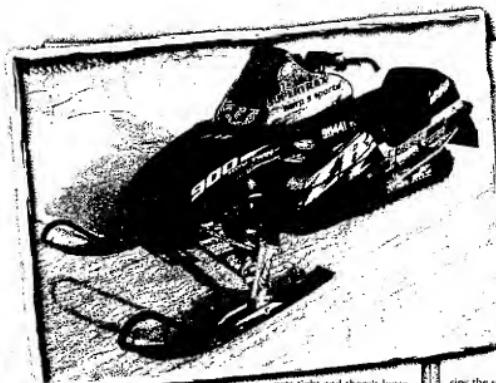
The Legend 800 is Ski-Doo's maximum one-up Cruiser this year and to that end it gets all the bells and whistles. A REVish game package includes myriad idiot lights, temp and fuel gauges as well as a place to hook up your electric visor and plug in a cell phone. Lastel graphics and retro chrome garnishes give the ZX a dignified, if not sporky look.

Suspension pieces are effective but unfortunately, we've not had much success with Ski-Doo's VR (Variable Ratio) rear skid shocks. Ours lasted about 700 miles then ceased damping. We've heard of other VR's sucking it in early as well.

Up front the ZX's razor sharp trailing arm front end benefits from a set of Precision Skis. After testing in severe snow conditions this winter we've uncovered an annoying trait - not experienced with last year's dismal snow cover. When carrying a trail covered in two to three inches (or more) of unpacked, fresh snow, the tunnel of the Precision Skis tends to fill up with snow in turns. This makes the ski 'hydroplane' until the handlebars are quickly cocked straight to clear the skis' tunnels of trapped snow. When riding straight, running hard pack or turning less than 15 degrees off center, you'll never notice this. Only when the trail



Legend 800 SDI: Our Legend SDI had strange computer problems early on but it's muscular 800 delivered lots of smiles with hot rod acceleration and bulletproof starting. The Legend's ZX chassis combined with this engine is the perfect solution for hardcore Ski-Doo owners who don't necessarily want a REV.



gets tight and there's loose

snow will the front end begin to push

Enough fluff? The real issue here is the SDI engine. All we can say is WOW! First off, the SDI 800 is the second fastest sled in our stable this season. Only the ZR 900 can out-pull it on the fake! Second, the drive ability of the engine is unequalled. Throttle pull is light and linear and generates power responses commensurate with your right thumb's commands. It's as if the engine is listening to your thoughts when you slice through a twisty trail. The motor is buttery smooth, incredibly torquey in the mid-range and lets go with a positively robust wallop at full whack. Cold starting is automotive like. No throttle, place your gloved digit on the touch sensitive start "button" and the engine comes to life. If the motor won't fire the starter cannot be engaged for more than about 5 seconds. You then remove your finger from the starter and try again. This allows the engine to go through a check-off and enthalpying sequence.

We experienced one small glitch with the system which didn't leave us stranded. The Check Engine light came on and sounded the warning horn about once a minute for a few hundred clicks. The problem was cured by returning to the dealer and replacing a cooling system sensor.

While we talk cooling we should mention this thing has a hot pipe! Part of the low emission equation is linked to hotter exhaust temps required to burn off unwanted gases. Mission accomplished! Fuel economy is excellent with the SDI but this year, we're seeing dramatically improved mileage from almost all our 800 and 900 sleds as a result of improved factory carb calibration. We think it's safe to say the SDI delivers at least 20 percent - if not higher fuel economy - than a properly carbureted 800 twin. That's impressive - considering the power the SDI delivers - at any ambient temperature.

Here's what we think after more than 1000 miles on the SDI. This is a perfectly acceptable answer to the emission question. We believe any increase in price for the SDI is well worth the improvement in power, speed, cold starting and fuel economy.

Arctic Cat ZR 900

Five Stars out of Five



It has come to our attention there are some things in life best left the way they are. Take the ZR 900 for example. Any attempt to change this snowmobile would be an attempt at messing with perfection. The 2003 ZR 900 has found a place in the hearts of each and every staff member here at Supertrax Magazine. Of course, some of us have a complaint or two but at the end of a long day on the trails it's

ZR 900: Good mileage, fastest sled in the fleet, great ride, great handling, never fails to impress.

hard to knock a sled that'll do 100 MPH at only 6500 RPM. Not to mention the 900's superb handling characteristics and fantastic ride. Ergos suit pretty well everyone from the small or 5'4 inch woman to the largest 6'3 high dude. From initial squeeze you'll know there's something magical happening inside those cavernous cylinders. If torque was measured in grams, the ZR 900 would be Jim Carey on laughing gas!

The seat is nice and soft with plush side bolsters. Most of us liked the ZR's handlebars more than the Firecat's. As far as we can tell there are really only two complaints. First, the 900 is a pig to pull over. No sugar coating here, it's like trying to rope start a Bulldozer. Second, fit and finish is still a step down from some of the competition. Maybe Arctic Cat isn't focused on improving the detailing of the ZR chassis now the Firecat's here. Nonetheless, the 900's clothes could use a hem job. Overall, a heavy rope and a bad suit aren't worth griping about when the rest of the ZR experience is so good. By the way, did we mention it sips the speediest too?

For maximum riding pleasure in the widest range of conditions read the following directions: Once you've got some miles on, bump the preload up to the second or third stiffest setting. Spin up the front and rear arm compression clickers to 1 and leave the front end alone. This is what worked for us and, as you know, we know everything about snowmobiles (and everything else for that matter).

Polaris Pro-X 800

Four Stars out of Five



Never have we witnessed such an injustice to the general public. Polaris has cheated us out of a fantastic snowmobiling experience and we didn't even know it. Many consumers checked out Skidoo's RFV, Arctic Cat's Firecat and Yamaha's RX 1 but never bothered with the Pro-X cause, hey, it's just a different EDGE right? Wrong! Polaris should have done everyone a favor and put a new hood and belly on this beast - then they might have stopped to pay attention. The Pro-X, especially the 800cc version is one fantastic snowmobile. Sure, it features some warmed over technology. Face it, trailing arms are going the way of the dodos. There's little mass concentration in gear. The motor is even bolted in the right way! How could this sled be anything special?

Truth is, the Pro-X chassis handles like its on rails. Perfectly predictable.

Pro-X 800: Big-air ditch riders love it. A little stiff in the back end for most. Pretty sparse looking feature list. Raw racer reflexes. The Pro-X inspired both love and hate.





Inside ski lift is accented by stable front

end bite in the corners. This produces a sled that can be ridden hard into corners without fear of the front end releasing. The new to Polaris' handbar riser and straight racing bar are in perfect harmony with a super-seating position and also serve to accentuate the Pro-X's cornering prowess.

Polaris has valved the Pro-X a little stiffer for the average trail rider and, if you're not looking for race inspired ride characteristics, it could be perceived as being too stiff to be comfortable. However, keep in mind you're riding a Pro-X, not an EDGE. The Pro-X is designed to be ridden hard; this is what you're looking to accomplish with your new Polaris until you'll love the stiffer suspension. Another major complaint about the Pro-X is its obvious *race-inspired* fit and finish. The switch clusters on the bars are as sparse as can be with only a high-low beam switch and the brake lever on the left and the usual kill button/throttle block on the right. One heater control for both hand and thumb is located on the left side of the key panel beside the key. Pretty sparse compared to the competition, but true to a race sled. The gauges are nice and big, with easy to read white faces. There are a lot of rough edges on the Pro-X. Perhaps Polaris thinks when you buy a racer you'd like you should get the hand built appearance also. Hmm, we don't think so.

Polaris has been the leader in each engine segment for the past few years. The Pro-X 800 is a quick unit but it doesn't have the same edge over the competition it has had the past few years. Nonetheless, there's plenty of torque and lots of top end to get you where you're going and to do it RIGHT NOW!

If you thought the Pro-X was nothing special because it looks a little samey or because it's not as REVolutionary as some of its competition, you couldn't be more wrong. However, don't feel bad, it's not your fault. How could you possibly have known?

Ski-Doo Renegade 600 Four And a Half Stars out of Five



If asked for the top two changes that would make any sled better most would say smoother power and a better ride. This makes sense right? Smoother power is easier to handle and a better ride explains itself. It seems Ski-Doo has been listening 'cause the Renegade 600 H.O. delivers both of these in fine form.

The Renegade is still based around Ski-Doo's ZR chassis and while there are strong rumors this entire platform may mostly disappear in 2004, the 2003 Renegade proves there's strong reason to keep it around. It's a great chassis and is a fantastic foundation for a high performance trail sled. Up front the ALU front end does, as it always has, a superb job

of sucking up trail chatter and big hits alike. Out back the SC-10 BP 140 rear sled also eats trail trash for lunch. We've said it before and here it is again: one collateral benefit of a 140 inch track is a smoother ride as it bridges some of the smaller bumps instead of falling in and out of them like a 121.

Most definitely top on everyone's list this year was Ski-Doo's kick butt 600-liter 600 H.O. mill. If we lowered ourselves to picking winners this would definitely be it. Smooth, strong torque, quick throttle response, top stomping top end, sweet-as-sugar exhaust note all combine to mold your face into the biggest grin you ever did see. Not to mention the overall feeling of supreme goodness after a fast ride. Now that's priceless. Oh, did we mention the 600 gets acceptable gas mileage too? There are nine Superstars stat member or groupie who hasn't agreed the 600 H.O. is a more desirable engine than the 800 in '03.

Standard ZR switches and gauges adorn the bars and the gauge cluster. Nothing new here. Wide running boards and adjustable stirrups are sweet. A 1.25 lug track shovels a truck load of snow with each flipper squeeze.

Basically the Renegade 600 H.O. is the sled you're looking for if you're not into a RTV. It's got the smoothest power you've ever felt, a great ride, typical ZR motor sharp handling and high quality fit and finish.

Yamaha RX-1

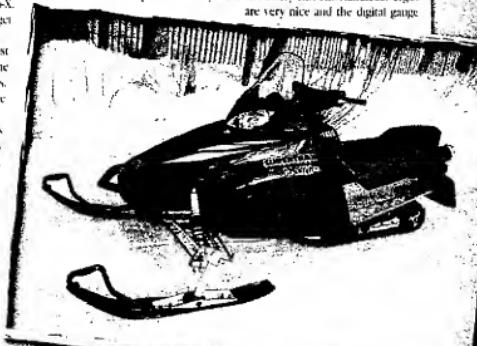
Four Stars out of Five (with swaybar mods)



If there's ever been a more confusing snowmobile, we'd like to hear about it. Although the ride and handling of the RX-1 have produced mixed reviews around here, we still want to ride it. Why? Because it's got an awesome motor! What a complex we're getting. On one hand we love the engine, on the other, our backs hurt!

The RX-1 is an extremely well built snowmobile, fit and finish is top notch. We especially like the street-style painted gas tank cover. Also on our tops list are the extra cool, dual exhaust pipes out back. Throttle pull is feather soft and buttery smooth. Handbar ergo

are very nice and the digital gauge



RX-1: It opened to mixed reviews at first – too heavy, suspect handling, harsh ride. Some setup, 144 studs and a sway bar mod completely revamped the handling and made this sled deliver on its promise.



package is really trick, especially at night. The seat is on the softer side and can actually get warm from the exhaust pipe underneath. That's cool...er, hot!

Yet, like Yin and Yang there is bad in every good and this is no less true for the RX1. You won't have to go more than a couple miles aboard an RX1 to know there's something different going on with its handling. At higher speeds on tight trails there's little predicting what the front end will do in a corner. It's not that the sled necessarily handles bad. It's more that the handling is unpredictable, the RX1 rarely seems to do the same thing twice. There's a fix available from Yamaha and we have tested it. Look for comments elsewhere in this issue for more details.

Call a doctor 'cause we must be crazy. This snowmobile does not ride the way a snowmobile of 2003 should. On smooth trails the RX1 is fine. It rides great. But add in some bumps, even a few small ones and you'll see the Pro Action sled feels like it's bottoming on little bumps you think are inconsequential. Yet, on bigger hits the sled will pack up and bounce. It's like the high and low speed compression on the skidframe shocks are backwards.

Yamaha has impressive technology available to them as a snowmobile manufacturer. Certainly, the RX1 proves that when a challenge is put in front of them, they can beat it. Fitting a 1000cc 4 cylinder 4 stroke mill into a conventional snowmobile is nothing less than amazing. We think if Yamaha would apply that same ingenuity to the suspension of their snowmobiles, amazing things would happen. We just might hold our breath for this one.

Yamaha SX Viper 700 (ER) Four Stars out of Five



Let's get this out of the way quick. This could be 2003's most improved returning model. Somebody deep in the recesses of Yamaha's head finally took a stick and beat the daylight out of whoever has been calculating the company's snowmobile suspensions.

At last, we can ride a Yamaha through bumps without tensing up and peckering every orifice in our bodies. The 2003 Viper is finally in mind to moderate trail trash and can even provide decent protection from freezer crate sized divots. Under most trail riding conditions the sled is a delight to pilot.

The Viper's flat cornering demeanor has always been popular with the ladies and the guys will appreciate its new found ability to follow trail surfaces and provide what feels like decent oversteer up to 20 degrees off center. After this, it's a fairly quick

REV: 800 was blistering fast – especially from zero to eighty, the 600 HO was the biggest surprise, though. This motor is sweet enough to make you wonder why you'd ever want more. Although some staffers still aren't sold on the REV experience, most are.

Viper: Was probably 2003's most improved sled. New skidframe calibration did the trick. Absolute mileage king delivers smoothness and sweet power through its big-inch triple.

transition to understeer which can be fetched up with a light tug on the brake lever - mid turn.

We're not going to say the improved Viper is the best riding trail sled this year. However, it's safe to say nothing from any OE has improved to the degree the Viper has. It would be equally safe to say nothing needed to improve more than the Viper. Good news for '02 Viper owners is an available shock and spring update which includes installation of four shocks and springs at a very reasonable cost. If you own an '02 Viper and don't take advantage of this program, shame on you.

This case reed engine with flat slide carbs and servo triggered exhaust valves produces linear power on a scale not seen with twin cylinder mills. The Viper's inclusions exhaust tone, pioneered by the Polaris XLT triple has been referred to as the National Anthem of Snowmobiling by certain demented staffers of this fine publication. Truthfully, the Viper produces sensations and sounds which are refined as those coming from a fine Swiss Watch - so it doesn't tick, silly.

Fuel economy is way too good for a '00cc engine. Equipped with a Taur Buddy, you might be able to run all weekend on one fill up. Well, maybe not the entire weekend. The complete mechanical package makes more sense in '03 with a one inch Can-Am sneaker out back delivering competitive thrust up to 90 per on the like. Beyond the G-note the Viper still suffers from a nose over sensation which feels like there's more left but it can't get out of that rear sled. Our '03 Viper is a sweet electric and reverse equipped unit in Red Around here this year there's no lemons to get on the Viper.

Our only glitch with the Red Rocket has been a freak piston failure which shredded up a cylinder. Our dealer and Yamaha both freaked when they heard about the Viper going down. We did too! These engines rarely suffer failures.

Overall, we like the new 2003 Viper better than any Yamaha we've ridden since the mid-90s.

REV 800 and 600 H.O.

Four Stars out of Five



Never has a sled been received like it here at SuperX with more enthusiasm or anticipation than the REV this season. Sure, we got to test one last year for a while but you can never really tell what a sled is all about until you give it a fair shake at a full season. Knowing the little we did about the REV we were quite sure it was going to ride well, handle differently and get a lot of looks. We were right on all three counts.



What we didn't fully anticipate is how much fun it was learning to ride the REV. We just now much about riding a conventional snowmobile you have to forget before you can truly learn how to ride REV-style.

Obviously, looking at the REV is a huge hate-type of situation. It looks kind of bulbous with funny checks and a strange forehead. At first, no one liked the windshield/handguard setup. It was also almost uniformly agreed there was no way you could stay warm on this sled. Also debated was the following function approach to the articulated snow flap/rear tunnel. Needless to say, while the REV was accepted with anticipation, it had a long road ahead of itself making believers out of us.

The proof is truly in the riding and SledTwo needed only to send us on our way to show us the benefits of the REV's forward riding position. Never has a snowmobile made such short work of the roughest trails. While the handling of the REV is like nothing you've ever ridden and requires a completely different riding style than you're used to, once you get the hang of it, you can really rock. The only complaint heard about handling is that it's almost too precise. Sometimes it's hard to ride fast on tight smooth trails as the front end bits so well it's nearly impossible to keep the inside ski on the ground. Minor front end changes have eliminated that trait in 2001. One by one, each sled editor was won over by the REV. Also winning us over was the bar-mounted windshield/handguard setup. After a few rides on some crazy cold mornings we have come to realize having the windshield that close to you is a superior way to keep warm. We still don't all like how it looks, but most of us would agree looks don't matter when your hands and face are numb.

No matter how hard we tried we could never fully come to terms with the REV's wimpy looking over-complex, articulated snow flap. Fortunately, it's gone in 2004. Ah well, nothing's perfect its first go-around and the REV certainly impressed us, not only with its ergonomic function and handling, but with its cockpit layout as well. The gauge cluster is really trick and clean looking. Large, white-faced gauges are easy to read and also house the warning lights. Handbar controls are well placed and simple to operate. Overall ergonomics are completely different than what you expected but as with the rest of the sled, once you adapt you won't want to ride anything else.

The 800 mill wedged into the REV's pyramidal frame is a little harsh in terms of vibration but delivers big twin torque and as much top end as you can handle. Sure the 800 mill is the biggest baddest you can get, but it's not what you want. No, what you want is the 600 H.O. Without question, every person at Supertrax Magazine picked the 600 H.O. over the 800 for overall desirability. Why? Its torque curve is as smooth as your silk pajamas. Its throttle response rivals an electric blender. It's got more top end than the majority of '90s and even a few '00s out there and there's simply nothing sexier than the H.O.'s bratty exhaust note.

Polaris XC 800 M-10 ACE Five Stars out of Five



Here's a ride you can take anywhere. When this PR unit arrived here at the Cave, some laughed at its electric start and reverse option. Actually, "some" might have been all of us. How could a rock'n' roll sled like an Edge XC have these heavy weight accessories and still be macho? Trust us, it can. The XC 800 is one of the first sleds out of the garage and often the last to be put away. The electric start system is bulletproof and after riding a 900 twin, who really wants to pull start anything?

Polaris' reverse gear setup is still not completely fluid. Immediately after we received the sled, it locked itself in park and refused to go backward while it digested a perfectly good chunk of Dayco. This weirdness

has been going on too long.

The 800 Polaris Liberty under the XC's hood has a completely different response to throttle inputs than the ruff and ready Pro-X 800. In fact, we almost suspected the XC 800 is a notch down on power - until we ran the two sleds side by side down Keweenaw Lake. There's barely a finger walk between them past the C-store. The XC's 800 case twin is very quiet and actually a little soft in its delivery of power for a big twin.

The 800 Polaris has wisely chosen to more carefully calibrate its engines for fuel mileage. The XC 800 has regularly delivered 15 to 15 MPG, up from last year's dismal 7.9 MPG from the same mill. Oil consumption on this engine (and many Polaris twins) is almost scars' light. We can crank 1 1/2 US quarts into the injection tank after a 200 miler.

The essence of the large-ish trail carver is located in the M-10 and its operator activated ACE controller. The M-10's falling rate rule coupled design completely disarms the sled's ability to wheelie or jump. Forget it. However, when you stab at the ACE controller on the left hand switch cluster and track its progress with the dash mounted gauge, you'll quickly find the sweet spot for the trail you're riding and the speed you select. There's so much adjustability here, you can literally fine tune the sleds response with just one stab on the button as you approach perfection.

No, the XC 800 isn't a Firecat. A Firecat can climb moguls better than a turkey vulture on road kill. The XC 800's ability to cover humps is equally amazing to the PC's but at a different level. The M-10 equipped XC 800 likely weighs 5 pounds more than the F-7 but it handles the whoops with a stable, linear and on-center feel that's simply remarkable. A skilled pilot using ACE can literally drive all over the trail, changing lines at speeds which would latter up Todd Wolfe at the F-500. The sled is fully in control, on the deepest, whooped up trails at speeds not fatal omatic only a few years ago.

We've had little to complain about with the XC 800. It isn't a snoX wannabe and it isn't an old guy Cruiser. It's built for bumps and it works best there. ▲



XC Amazing ride quality.

Did we say amazing? Yup, amazing. This may be the complete evolution of a sit-down snowmobile. We just can't find much to gripe about. Oh yeah, the 800 mill isn't as smooth as we'd like. There.